

IN THE CLAIMS

Please amend the claims as follows. Marked-up copies of the amended claims are enclosed herewith.

Please cancel Claims 1, 2, 6 and 7 without prejudice.

Please amend Claims 3-5 and 8-10 as follows:

3. (Twice Amended) The operating unit according to Claim 11, further comprising reference value setting means provided in the vehicle for setting a reference value corresponding to said target traveling speed, and wherein the automatic braking device is operated according to the reference value set by the reference value setting means based on the control signal.

4. (Twice Amended) The operating unit according to Claim 11, further comprising travelling speed detection means provided in the vehicle for detecting said actual traveling speed of the vehicle based on the control signal and outputting an output signal so as to operate the automatic braking device until the output signal reaches a value corresponding to the target traveling speed of the vehicle.

5. (Twice Amended) The operating unit according to Claim 11, wherein said detection means comprises temperature detection means for detecting that an atmospheric temperature reaches a given temperature indicating said danger state and outputting said detection signal.

8. (Amended) The operating unit according to Claim 12, wherein said detection means comprises at least one temperature detection means for detecting that an atmospheric temperature reaches a given temperature indicating said danger state and outputting said detection signal.

9. (Amended) The operating unit according to Claim 8, wherein the temperature detection means is provided in a vehicle tunnel.

10. (Amended) The operating unit according to Claim 9, wherein the transmitter is provided at one of a position of an opening portion serving as an approach to the tunnel and a position remote from the opening portion by a given distance.

Please add Claims 11-15 as follows:

11. (New) An operating unit for a vehicle traveling on a road which said vehicle has an automatic braking device, said operating unit comprising:

at least one detection means provided adjacent to the road for detecting a danger state and outputting a detection signal upon detection of said danger state;

a transmitter provided on the road which receives said detection signal and transmits a transmitter signal formed of an electromagnetic wave based on the detection signal;

a receiver provided in a vehicle which receives said transmitter signal and outputs a control signal upon reception of the transmitter signal outputted by the transmitter;

said automatic braking device receiving said control signal and being connected to an antilock control device of said vehicle, said automatic braking device being operated based on receipt of the control signal in order to operate an automatic brake wherein a braking fluid is obtained by driving a pump of said automatic braking device to supply said braking fluid to wheel brakes provided in at least a pair of right and left wheels to produce a braking force, so that said antilock control device is operable during the operation of the automatic braking device; and

wherein when an actual traveling speed of the vehicle exceeds a target traveling speed for the vehicle after the control signal is received, the automatic braking device operates to automatically reduce the actual traveling speed to

the target traveling speed by the operation of the automatic braking device.

12. (New) A vehicle operating unit for a vehicle traveling on a road which said vehicle has an automatic braking device, said operating unit comprising:

at least one detection means provided adjacent to the road for detecting a danger state and outputting a detection signal upon detection of said danger state;

a transmitter provided on the road which receives said transmitted signal and transmits a transmitter signal formed of an electromagnetic wave based on the detection signal;

a receiver provided in a vehicle which receives said transmitter signal and outputs a control signal upon reception of the transmitter signal outputted by the transmitter;

said automatic braking device receiving said control signal and being connected to an antilock control device of said vehicle, said automatic braking device being operated based on receipt of the control signal in order to operate an automatic brake wherein a braking fluid is obtained by driving a pump of said automatic braking device to supply said braking fluid to wheel brakes provided in at least a pair of right and left wheels to produce a braking force, so that an antilock control device is operable during the operation of the automatic braking device;

wherein when an actual traveling speed of the vehicle exceeds a target traveling speed for the vehicle after the control signal is received, the automatic braking device operates to automatically reduce the actual traveling speed to the target traveling speed by the operation of the automatic braking device; and

an alarm unit being provided which generates an alarm to the inside of the vehicle based on the control signal outputted by the receiver.

13. (New) In a vehicle adapted to travel on a road, said vehicle comprising an antilock brake system including individual wheel brakes which are provided in wheels of the vehicle, said vehicle including a manual actuator within a compartment of the vehicle which is connected to said antilock brake system and is operable by an operator of the vehicle to effect manual operation of the antilock brake system, the improvement comprising an operating unit for said vehicle to automatically reduce an actual traveling speed of said vehicle during emergency conditions, said operating unit comprising at least one detection means provided adjacent to a road for detecting a danger state within said road, said detection means outputting a detection signal upon detection of said danger state, a transmitter provided on said road which receives said detection signal and transmits a transmitter signal along said road to vehicles traveling thereon, a receiver being provided in said vehicle which receives said transmitter signal and outputs a control signal upon reception of said transmitter signal, an automatic braking device being provided on said vehicle to effect actuation of said wheel brakes independent of said manual actuator within said vehicle, said automatic braking device being connected to said receiver to receive said control signal and upon receipt of said control signal to effect actuation of said wheel brakes to produce a braking force in said wheels depending upon the presence or absence of said danger state, said automatic braking device including a target speed setting device for storing a target traveling speed for said vehicle such that actuation of said antilock brake system upon receipt of said control signal produces said braking force which reduces said actual traveling speed to said target traveling speed automatically upon receipt of said control signal and independently of said manual actuator.

14. (New) The operating unit according to Claim 13, wherein said target speed setting device permits setting of a